

Fuel for Thought

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The 939th Air Refueling Wing, Portland, Ore.

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Cover Photo by Ruby Zarzycny. Master Sgt. Roger Berube, AFRC Fuels SNCO of the Year, 2004 carries the fuel hose from a R-11 refueling truck to a KC-135 for refueling. Story on page 6.

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Chief's Corner Getting Promoted?

By Chief Master Sgt. Rex Dingman
83rd Aerial Port Squadron

Over the years, I have been asked this question many times, "How do I get promoted?"

Many factors come into play when determining whether or not an enlisted reservist reaches his or her career potential. Some of these factors are under a person's direct control—some are not. The thing that brings these two together is being ready when the opportunity knocks.

Completing the requirements for skill-level upgrade and the appropriate professional military education are equally important for career progression. All too often, I see a vacancy where no one is qualified in both Air Force Speciality Code skill-level and PME requirements to assume a higher grade promotion. Often, someone is put into the job and has to scramble to complete all the requirements to be eligible for the promotion.

Taking the initiative to complete the necessary steps for promotion to the next rank before a position is available is very impor

tant for a reservist's career. Playing catch-up equates to lost time in grade the reservist would have had if he or she had prepared ahead of time for the promotion. This has a negative impact on subsequent promotions.

One needs to start planning their career path early by being flexible, seeking mentors and exploring their professional military education opportunities.

Another thing one must learn and understand is the Air Force core values. These values need to be incorporated in your career planning because ones attitude and being a team player are very important for promotion consideration.

People should put 100 percent effort into completing every task. Believe me, supervisors notice those who care and put forth the effort to do their best.

Today's Air Force needs leaders. Upon accepting the call to lead, you will be able to, with help of others, devise a path that enhances your development as a whole person.

Between working a full-time job and taking care of family responsibilities, finding the time to complete all of the necessary requirements can be tricky. But with dedication and some perseverance, it is possible for noncommissioned officers to reach their full career potential.

Community, media concerned about 939th

By Maj. James R. Wilson
939th ARW Public Affairs Office

As we all witnessed, local media coverage of Base Realignment And Closure proceedings hit a fevered pitch near the end of last month.

The coverage focused on a vital aspect of the closure and realignment process—deliberations involving the independent BRAC Commission held in Washington, D.C. Aug. 24-27. During these four days, Commissioners reviewed and voted on each individual installation that was proposed for closure or realignment by the Defense Department.

These nine individuals had the unenviable task of reviewing the Secretary of Defense's recommendation and analyzing thousands of pages containing data from federal, state and local agencies.

Since the DOD proposals were announced in May, the Commission made 182 visits to 173 installations. In addition, the team responded to over 7,000 media queries and conducted 19 regional hearings to capture public comments on the recommendations.

Most fair-minded individuals would agree this Commission went to great lengths to maintain the integrity of the closure and realignment process. It is for that reason that a memo from DOD was sent to all service secretaries asking

military members refrain from answering questions or second guessing the recent BRAC Commission recommendations.

Similar guidance was issues in May to remind local commanders that they are not in a position to evaluate the entire mission requirements and cross-service implications of their respective functions as they may affect DOD.

Why is this relevant to you? It's important because this guidance explains why the 939th Air Refueling Wing has simply provided factual information on our mission to the Commissioners and our local media. Does that make the possibility of a mission change for the 939th any less disappointing—certainly not.

The fact is the 939th has been a tremendous asset to the military and the nation since its earliest days at Portland almost 50 years ago. Each of us is a part of this unit's legacy which is replete with examples of exemplary service during critical periods in America's history.

That service has not gone unnoticed by the Portland media. In fact, three major media outlets from the Portland area called me Saturday, Aug. 27 looking for a local reaction to the commission's decision on the 939th. While I couldn't discuss this particular subject, I offered insight into how our wing is approaching the process. My response? We're following orders realizing the end result may

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Air Force supports victims of Hurricane Katrina

WASHINGTON—Within the last 48 hours the United States Air Force has flown nine airlift missions in support of Federal Emergency Management Agency hurricane relief operations. Seven of those flights carried much needed food, water, and supplies for local residents. There were also two 433rd Airlift Wing medical evacuation flights carrying sick and injured from the area.

Currently there are at least 12 Air Force airlift relief missions in coordination to carry a mix of relief supplies and emergency response equipment to communities along the Gulf Coast. Additional Aeromedical Evacuation flights out of New Orleans International Airport are also in the planning stages.

The Air Force has moved more than 190 tons of relief supplies and support equipment along with 181 passengers and 54 medical patients.

Currently there is a 105-member Red Horse team from Hurlburt Field, Fla., assisting relief operations in the Gulf region. This is a heavy civil engineering construction unit which is self-contained and specializes in disaster recovery of facilities and infrastructure.

An Air Force Special Operations MC-130 aircraft from Hurlburt Field, Fla., flew into New Orleans IAP last night with a team of combat controllers and a small medical team to work to reopen this critical air transport hub. The 621st Contingency Response Wing sent personnel from McGuire Air Force Base, N.J., arrived at New Orleans IAP and have begun the task of establishing base airfield operations.

The 615th CRW from Travis AFB, Calif., has deployed forward personnel to Lafayette Regional Airport, Louisiana, to help reopen the airfield as a potential staging area for incoming cargo and personnel. Follow-on strategic airlift aircraft, C-5s and C-17s, will be landing at the regional airport to deliver much needed

relief supplies.

There are currently USAF helicopters, aircraft and personnel conducting rescue missions from Jackson International Airport, Mississippi ANG facility, including 19 HH-60 helicopters from 347th Rescue Wing at Moody AFB, Ga., 920th Rescue Wing at Patrick AFB, Fla., and the 55th Rescue Squadron from Davis-Monthan AFB, Ariz. and 12 pararescuemen, highly trained emergency medical technician special operators.

There are 11 C-130 aircraft with various special mission capabilities, including helicopter refueling, being flown from Moody AFB, Ga. in support of rescue operations.

In the last 48 hours USAF rescue helicopters have flown more than 17 missions for a total of 52 hours in the air. A U-2 surveillance and reconnaissance aircraft took off this morning from Beale AFB, Calif. to capture high-resolution photographs of the Gulf Coast area. These photos will be provided to FEMA to assist with disaster relief efforts.

939th ARW, 304th RQS supports victims of Hurricane Katrina

Seven pararescuemen and two combat rescue officers from the 304th Rescue Squadron here deployed Aug. 31 when a 939th Air Refueling Wing KC-135 aircraft and crew transported them and their equipment to Jackson International Airport, Miss. to support the Hurricane Katrina relief efforts.

The pararescuemen are trained paramedics who have the ability to deploy from HH-60 helicopters into any terrain or water to rescue people in need. The group will operate from the airport to conduct search, rescue and recovery operations for as long as they are needed.

Members of the 304th RQS have maintained their readiness to aid the injured or rescue those in need whether it be in combat overseas or here in the U.S. in moments of tragedy or natural disaster. *(Compiled by Ms. Ruby Zarzyczny)*

Family Day

The 939th Air Refueling Family Day starts at 11 a.m. Sept. 10 at the picnic pavilion next to the base fitness center.

Family Day events: KC-135 Static Display, Cruise-in Classic Car display, Commanders/Chiefs/1st Sergeants tug-of-war, softball games, volleyball games, horse shoes, wall, fish & wildlife display, bingo, photo ids for the kids, pony rides, railroad models, and more.

Fred the clown will be there to entertain the kids along with the puzzle guy and a magician.

Special guest will be from the Red Cross, Credit Union, the Daughters of the American Revolution and the Veteran's of Foreign Wars members.

AFRC exceeds recruiting goal for 5th consecutive year

By Senior Master Sgt. Elaine Mayo
Air Force Reserve Command Recruiting Service

ROBINS AIR FORCE BASE, Ga. — For the fifth consecutive year, Air Force Reserve Command has exceeded its recruiting goal. This year is the earliest the command has achieved its annual requirement. The recruiting year ends Sept. 30.

AFRC Recruiting Service met its 2005 recruiting year goal Aug. 11 when it accessed its 8,800th recruit.

As of Aug. 22, recruiters reported a record 9,048 accessions, moving the command closer to meeting its Congressionally-mandated end strength of 76,100 by the end of September.

"It's a tough recruiting environment for all the military," said Col. Francis M.

Mungavin, AFRC Recruiting Service commander. "We've been able to overcome the challenges and meet the requirements. I'm very happy we were able to make goal and will continue to work toward 100 percent end strength."

In a congratulatory memo, Lt. Gen. John A. Bradley, AFRC commander, wrote, "You continue to amaze me with your accomplishments as the Best Recruiting Force in the Department of Defense — the first force (active and reserve) to achieve annual goal and one of only two reserve recruiting components on target to make goal by year's end."



U.S. Air Force Photo

A 64th ARS crew refueled a C-17 like this one to support the rescue efforts of a Russian mini-submarine, an AS-28, trapped in a fishing net Aug. 4 during a military exercise near the Kamchatka peninsula.

KC-135 Crew Aid in Russian Rescue Efforts

**By Maj. Jason Scott Stewart
64th Air Refueling Squadron**

The 939th Air Refueling Wing had the honor of supporting the rescue effort for the Russian mini-sub which was trapped beneath more than 600 feet of sea. The wing's alert aircraft was launched late in the evening on

August 6, and flew north along the coast of Canada and Alaska to refuel a C-17 aircraft from the Mississippi Air National Guard. This C-17 was carrying a naval dive team which was instrumental in the successful rescue effort of the Russian mini-sub..

The crew consisted of 64th Air Refueling Squadron commander Lt Col Aaron Vangelisti, pilot, Maj. Scott Stewart, copilot, and SMSgt J.J. Patterson, boom operator and the 939th Aircraft Maintenance Squadron crew chief Tech. Sgt. Kenneth Hair. Enroute, the aircraft experienced various systems malfunctions. Knowing the lives of seven Russian sailors were on the line, the crew elected to continue the mission, troubleshooting the malfunctions inflight rather than returning to base. Utilizing their broad aeronautical knowledge and years of experience, the crew worked together to restore the systems inflight.. The aerial refueling was successful and the C-17 arrived on time in Russia, allowing the US Navy crew to quickly set up and aide in the rescue. Though they had

anticipated landing in Alaska, five hours after takeoff, the tanker crew safely returned to Portland, Ore. IAP. The ability of Air Mobility Command to rapidly respond to this incident could not have happened without the ability to generate an aerial refueling asset in a minimal period of time. Had the 939th's alert aircraft not been available, the responding C-17 would have been forced to ground refuel either in the Northwest or Anchorage, adding a minimum of four hours to the response time. Though the wing's tanker alert is primarily intended to support the Oregon ANG's fighters in their Western Area Defense Sector (WADS) mission, the rescue effort served to demonstrate the 939th's flexibility by rapidly responding to this humanitarian crisis.

Air Force One Source

Air Force leadership is sincerely concerned for Airmen and their family members in the areas affected by Hurricane Katrina. In light of the communication difficulties created by the hurricane, a 24 hour helpline has been set up for Airmen and their family members to call for information regarding their loved ones.

Air Force Personnel Readiness Center

Hurricane Katrina Emergency Communications Services
800-435-9941

American Red Cross communication services keep military personnel in touch with their families in emergency situations. If you want your Service Member notified that your are OK or other situation, you can call the

Red Cross at 1-877-272-7337. How to Contact the Red Cross to Send an Emergency Message Active duty service members stationed in the United States and their immediate family members may call the Red Cross Armed Forces Emergency Service Centers for help 7 days a week, 24 hours a day, 365 days a year. The toll-free telephone number is 1-877-272-7337.

Other family members who do not reside in the service members' household, members of the National Guard and Reserves, retirees and civilians may access Red Cross services through their local Red Cross chapter, which is listed in local telephone books and at • <http://www.redcross.org/where/where.html>

Overseas personnel stationed on military installations should call base or installation operators or the on-base Red Cross offices. At overseas deployment sites, contact the American Red Cross deployed staff.

When calling the Red Cross to send an emergency message to a family member, it is helpful to have the service member's full name, rank, branch of service, Social Security Number, military address.

Information on evacuation allowances/entitlements, disaster assistance, and updates for Keesler AFB residents is available at the Air Force Personnel Readiness Center website: <http://www.afpc.af.mil/pubaffairs/release/2005/09/hurricane.htm>

AFRC Discharge Boards

A senior airman was taken to a discharge board based on unsatisfactory participation. The member reported to base medical personnel in September 20 02 as depressed, suicidal, and on prescription anti-depressants.

The member was placed on a medical profil (ineligible to participate). The unit worked with the person and the reservist reported satisfactorily for another year, but then stopped attending UTAs. The board determined he should be discharged with an Honorable Service characterization. His discharge was suspended for purposes of rehabilitation.

A master sergeant pursuant to a random urinalysis, tested positive for BZE (a metabolite of cocaine) at a level of 960 ng/mL (the DoD cutoff is 100 ng/mL). The board found that the member wrongfully used cocaine, and that she should be discharged with a General Service Characterization.

<http://www.airforceonesource.com>
user id: airforce password: ready

BRAC Transition



Gen. John P. Jumper, Air Force Chief of Staff

CSAF Sight Picture: 2005 BRAC — Joint Basing

**By Gen. John P. Jumper
Air Force Chief of Staff**

The Department of Defense recently released the largest BRAC proposal in our history, including the recommendation to close 10 Air Force installations and realign 62 more. These changes maximize our warfighting capabilities, realign our infrastructure within the future defense strategy, eliminate excess physical capacity and capitalize on opportunities for joint operations. They also include a concept called “joint basing” where two or more adjacent or nearby DOD installations are run by a designated service — be it Army, Navy or Air Force. By consolidating installation support services at conjoined or nearby bases under one military department, the Department of Defense hopes to save the \$2.3 billion over 20 years.

Under this BRAC recommendation, the Air Force will become the lead installation support provider at six locations (Charleston Air Force Base/Naval Weapons Station Charleston, Joint Base McGuire-Fort Dix, Joint Base Andrews-Naval Air Facility Washington, Joint Base Elmendorf-Fort Richardson, Lackland AFB/Randolph AFB/Fort Sam Houston, and Langley AFB/Fort Eustis). The Air Force will be the supported service at one Army (Joint Base Lewis-McChord) and three Navy locations (Joint Base Pearl Harbor-Hickam AFB, Naval Base Guam/Andersen AFB, and Joint Base Anacostia-Bolling AFB-Naval Research Laboratory.)

Modern warfare is joint warfare. In addition to saving scarce funds, this move to joint basing will allow us to build closer relationships and forge stronger ties between services. We will not only train as we fight, we will live as we fight.

The Air Force has a long and successful history of working toward common goals in a joint environment without compromising Air Force principles and the well being of our people — joint basing will be no different. Our guiding precepts as we move forward with joint basing are:

- Maintain uncompromised warfighting capability, including expeditionary combat support forces
- Preserve our installations as fighting positions and training platforms for our expeditionary force
- Airmen will command Airmen — our unity of command at home station will remain intact
- Airmen open and operate airfields — airfields will be operated and maintained by Airmen
- Provide quality services at the best value

Establishing joint bases will take time. We are working with the Army and Navy to ensure that we do it smartly and are mindful of the lessons learned from past joint basing initiatives. The Office of the Secretary of Defense expects to establish the basic implementation policy by the end of this summer, with work on common standards and metrics continuing in the following months. Together, we will undertake pilot projects to explore how to best establish mutually acceptable joint basing agreements. However, until these projects are complete and BRAC is signed into law, it is premature to enter into any additional cooperative or inter-service joint basing agreements.

Joint basing will neither lower our standards nor compromise our warfighting capabilities. Combining capabilities and eliminating unnecessary duplication and redundancy will save scarce funds and result in more efficient installations from which we, and our sister services, will more effectively project combat power for our nation.

The Air Force achieved its congressionally mandated active-duty end strength of 359,700 Airmen for fiscal 2005. The Air Force had exceeded that ceiling until now.

BRAC Websites

Air Force Reserve BRAC website: <http://www.afrc.af.mil/BRAC-FAQ.htm>

Air Force BRAC website <http://www.issues.af.mil/brac.htm>

Defense Department: <http://www.defenselink.mil/brac>

BRAC Commission: <http://www.brac.gov>

Sen. Gordon Smith: <http://www.senate.gov/~gsmith/webform.htm>

Sen. Ron Wyden: <http://wyden.senate.gov/contact>

Cong. Earl Blumenauer: <http://blumenauer.hous.gov/about/Contacts.shtml>

939th and BRAC, cont'd. from pg 2

translate into a new mission in a different location for the 939th.

The fact is the 939th was among the primary concerns of the media and countless World War II veterans that converged on Vancouver, Wash. the weekend following the commission's vote. I know this process has been agonizing. Unfortunately, some aspects we can't change.

I would encourage each of you to call or e-mail the 939th Public Affairs staff (939arw.pa@portland.af.mil) if you have questions about our local communications strategy concerning BRAC. I promise we will always respond to you in a thorough and timely manner.



Photo by Ms. Ruby Zarzyczny

Master Sgt. Roger Berube drives an R-11 refueling truck to ensure the wing's aircraft have sufficient fuel for the day's flying mission.

AFRC recognizes 939th 'War Dawg' best SNCO Fuels, 2004

By Ms. Ruby Zarzyczny
939th ARW Public Affairs

Air Force Reserve Command named Master Sgt. Roger Berube, 939th Logistics Readiness Squadron, the ARFC Fuels senior noncommissioned officer of the year for 2004.

By his own admission, he was shocked when he received emails of congratulations while supporting the 101st Air Refueling Wing, at Bangor International Airport (Maine) earlier this year.

"It was an honor to be selected," said Sergeant Berube, fuels light non-commissioned officer in charge. "I was surprised when I was chosen above the other units in the command. I take great pride in what I do. I always try to do the best possible job I can do for the Air Force and the unit."

"The support I get from the command has a lot to do with my success," he added. "The command, the wing commander, Colonel Barron (Mission Support Group commander), and Major Jeske (Logistics Readiness commander) has always been supportive and backed my decisions."

From the 13 packages submitted to 4th AF, Senior Master Sgt. Carlos Rivas 4th Air Force fuels functional manager selected Sergeant Berube's package, based on his job performance and the things Sergeant Berube has done above and beyond what his job requires. Once selected, the Portland reservist competed with the more than 40 other outstanding Airmen's packages from the other numbered Air Forces at AFRC level.

"His package rang out 'Company Man,'" said Sergeant Rivas. "It showed what he has done for the company (AFRC mission) not what he has done for himself."

Sergeant Berube has more than 18 years of fuels experience. He worked nine years for the Air Force on active duty and was stationed at Ramstien Air Base Germany, Pease Air Force Base N.H., and finally at McChord AFB, Wash.

After taking a two-year break, he joined the Air Force Reserve in 1997 at the 446th Logistics Support Squadron at McChord AFB and then transferred to the 452nd Logistic Support Squadron at March Air Reserve Base, Calif.

In 2003, he decided to transfer to the 939th Logistics Readiness Squadron and serve as a traditional reservist. His goal was to establish the first fuels branch for the 939th and to run his own fuels flight.

Before the wing transitioned to the KC-135 mission, there had never been a fuels flight at the 939th. With the new mission came the new fuels flight with nine Airmen authorized. No one knew exactly what the role of the fuels flight would be for the wing. And Sergeant Berube was the first fuels technician to be assigned here.

"Sergeant Berube was the most knowledgable guy in fuels," said Maj. David Jeske, 939th Logistics Readiness Squadron commander. "He understood where the wing was going and where the wing needed to be. Often times Sergeant Berube was the only one with the experience to do the job."

Before the wing deployed to Turkey in December 2003, the entire KC-135 fleet was grounded. The Air Force required all KC-135s to have a fuel tank top coat inspection. So every single KC-135 on the ramp had to be de-fueled for the inspection. Sergeant Berube was the only one qualified to de-fuel them. He worked late into the night to make sure the maintenance guys could do the inspection the next morning. Sergeant Berube de-fueled thousands and thousands of gallons of fuel and the inspections were completed and the aircrafts were able to deploy on time.

No one else here could have done it, said Major Jeske.

"He has done some extraordinarily important things here," he added. "Things that are basically and fundamentally important to this wing as we have transitioned from a rescue wing to a tanker wing. He's the guy who ensures that there is fuel in those airplanes. Without him—without the fuel, those planes are just cargo planes. Because—that is what we do. He is now at the core of what we do. We exist here to pass gas. The gas we pass he makes sure gets into those airplanes."

"It's so easy for our people to just toil away without anyone knowing [the myriad of things] we accomplish here at a small base," said Major Jeske. "Sergeant Berube is one of those guys who no matter what you ask him to do, he always see the bigger purpose of the mission and does what ever has to be done day, night, driving rain it doesn't matter—Sergeant Berube will be there. I can always count on him."

At the end of the August UTA there was a last minute change to the 4 p.m. flight to take the Logistic Compliance Inspection and 4th AF Staff Assistance Visit teams back to March ARB and another airplane had to be fueled. The fuels flight, all traditional reservists, had gone home at the end of the unit training assembly. The guard has an agreement with the wing to fuel the KC-135s in an emergency situation, but getting the inspection teams home didn't meet their criteria of an emergency. So Major Jeske was on the phone.

"This is a classic, every time I call Sergeant Berube on his cell phone it starts like this—so where are you?" said Major Jeske. "And he says—where do you need me to be? The flight line with about 30,000 pounds of fuel. Okay boss, I'm on my way. Sergeant Berube exemplifies integrity by doing the right thing when no one is there to see what he's doing or give him credit

Cont'd on page 9



U.S. Air Force Photo

Sweat Buddies

**By Senior Airman Kevin Sivertson
939th Mission Support Squadron**

As an “expert” in the fitness arena, I get asked a lot of questions about fitness. One big question I should get more often is about choosing a workout partner. After some research, I came up with a comprehensive set of ideas to use when searching for a fitness partner.

Workout partners help to increase the ability to keep exercising consistently over months and years, increase the enjoyment of exercise, and to help produce better results. Exercise adherence is a critical topic of discussion among academia and health officials. The message being sent down from academia needs to say, “Exercise can be fun, socially fulfilling and halfway exciting.” Research findings from the Educational Resources Information Center Digest offer proof of the benefits of a workout partner. Finding a good partner is critical; good examples of partners are spouses, siblings and other family members, co-workers, friends and even dogs. My dogs are excellent running and mountain biking partners. They need their daily exercise and so do I.

Anyway, the following article is broken down into three parts. Part one focuses on finding a partner. Part two describes personal behaviors and expectations to work through before starting an exercise program. Part three guides partners through a process to follow to ensure success in fulfilling a lifetime of fun exercise. The overall goal of the article is to give suggestions on finding and then keeping a workout partner so you can maintain optimal health for the rest of your life.

Part One

Before looking for a partner, find out what kind of partner you are. Yes, it is dating all over again! Assess your strengths and weaknesses. Are you an intense lifter who likes to slap around and grunt in the gym? Are you the partner who shows up listening to headphones for an hour on the elliptical machines? What are you willing to change to be successful? The changes both parties make need to be thought out and agreed upon before engaging in a workout relationship with one another.

The search for a workout partner needs to be addressed with a business like attitude. There are certain characteristics to look for in a partner before scooting under a loaded squat rack.

1. Are your physical abilities about the same?
2. Are your goals compatible?
3. Are your attitudes infectious and positive? Does it motivate? 4.
- Are our interests outside of the workouts the similar, can we be social?
5. Do your families support what you are doing?
6. Can you commit to the same schedule?
7. How flexible can we be?
8. Can we afford it?
9. Do we have a similar knowledge and perception of exercise and fitness?
10. Can we workout together and become better friends?

It would be advisable to have good solid answers to all ten questions from both partners before you start exercising together.

Part Two

You have found a potential candidate. What’s next? The first thing you should do is not go to the gym. Go get a smoothie and talk about expectations, scheduling, a cancellation policy and identify some basic ground rules.

What do I mean by expectations? Whether I want to become an Olympic gymnast and you want to maintain a round shape, clearly defined goals can help to motivate each other to accomplish our goals? Clear and explicit expectations help develop each workout, goal, type of motivation, and planning. Make sure everyone understands without a doubt what his or her role is in the relationship. Mismatched expectations can lead to injury and loss of friendship. It is a good idea to share the strengths and weaknesses you have identified earlier in Part One to your workout partner before engaging in ultra marathon training.

Scheduling is difficult without your calendar; bring it to the smoothie shop for your meeting. Decide how many times per week you want to workout and what time of day is good for both of you. Include weekends; they are great for longer fun workouts, say climbing Mt Hood. Prepare a schedule at least a month at a time it helps in planning and workout progression. Ideally, plan three to four months for a large goal and then reward yourself.

A good cancellation policy is always necessary with busy lives. Usually a 24-hour notice is adequate time to alter and change things around in order to not miss a workout. Emergencies come up and you can decide about those. Establish ground rules before starting a program concerning punctuality and how you are going to write the workouts.

Writing up workouts is a shared responsibility. Making up a routine on the spot is not productive. Planning workouts together eliminates any surprises and helps everyone know what attire to bring. Sharing the responsibilities of workout planning adds variety, shows commitment and needs to be accomplished before you step into your workout gear. Divide the planning into one or two week increments.

The plans should show progression towards a larger goal and include a mini daily goal, time commitments, intensity level and what activities you are doing. Plan a mini goal for each workout like drink more water, or lift a total amount of weight. Time commitments are important to include in the planning of workouts. How long is each workout going to last? Let your partner know beforehand the estimated time so they can plan accordingly. Be courteous. Planning a good workout identifies the intensity level of the workout. When scheduling your workouts only plan two or occasionally three hard workouts a week. As far as activities go, Texas Hold’em is not a good workout.

Find out what activities you enjoy such as swimming, hiking, cycling, lifting, and or skijoring (where dogs pull a skier on cross

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Photo By Tech. Sgt. Paul Persson

Security Forces members guarding F-16s here at Portland, Ore., illustrate some of the duties 939th Security Forces specialists performed while deployed to support the 20th Fighter Wing, Shaw AFB, S.C.

939th CATM deploys to support world's largest fighter Wing, gets great training

By Tech. Sgt. Paul Persson
939th ARW Public Affairs

Seven security forces Airmen from the 939th Mission Support Squadron Security Forces Training section deployed June 24 to Shaw Air Force Base, S.C.

Master Sgt. William Cote, Staff Sgt. J. R. Brian Frances, Senior Airmen Shawn Cardwell, Alynn Jones, Erin Willis and Andrew Young, and Airman 1st Class Adam Knight of the 939th Security Forces, returned July 9 from their two-week tour of duty supporting the 20th Security Force Squadron.

The security forces training section is not normally tasked with deployment responsibilities, but these members voluntarily stood up to protect our country, said Senior Master Sgt. Paul T. Barnum II, the Security

Forces Superintendent. The security forces members were busy providing training to 939th Air Refueling Wing personnel right up to the time they left for the deployment, said Sergeant Barnum.

Sergeant Barnum said the deployment allowed the security force members to receive experience that is hard to match here.

During the deployment, the 939th security forces team conducted installation entry control as well as security and law enforcement patrol functions, said Sergeant Cote, the deployment team chief.

While performing security duties on the flight line, Airmen Young and Knight prevented a possible breach of security, said Sergeant Cote. An Airman escorting civilian friends and family members on the flight line had obtained authorization for the visit, but security had not received the proper advanced notification through the command post, he said. Airmen Young and Knight were able to stop the situation before it became a Helping Hand, he said.

"It was awesome to be able to do the things we don't get to do in the combat arms shop here," said Airman Knight.

Shaw Air Force Base is headquarters for 9th Air Force and Central Command Air Forces. It is also home to the 20th Fighter Wing, the largest F-16 fighter wing in the world.

Civilian Suggestion Program, 1965

Editor's Note: This information was gathered from the 939th ARW historical archives

Compiled By Ms. Ruby Zarzyczny
939 ARW Public Affairs

Four cash awards were made under the Civilian Suggestion Program totaling \$70.00.

Staff Sgt. Norman R. Adams (air reserve technician) received a cash award of \$15 for his suggestion that plexiglass be used in the cockpit window to reduce breakage and subsequent replacement cost and manpower.

Staff Sgt. Kenneth L. J. Bullard received a cash award of \$25 for his suggestion for a cover for the "J" Box on the aircraft that would waterproof the box and thereby reduce costs of replacement of components and maintenance

costs.

Airman 1st Class Kenton F. Hamman received a cash award of \$15 for his suggestion of a propellor snap ring to facilitate easier removal of propellers for maintenance thereby effecting savings in man hours formerly required using the old method.

Staff Sgt. Richard A. Porter received a cash award of \$15 for his suggestion for a starter switch guard to prevent accidental starting of engines resulting in improper ground safety.

Cont'd from page 6

AFRC recognizes 939th 'War Dawg' best SNCO Fuels, 2004

for it. He does these things selflessly.”

As well as living the core values of the Air Force, Sergeant Berube is a great leader.

“The best managers create a shop that can exist without them,” said Major Jeske. “Sergeant Berube was the first guy here. He has been a great senior NCO by hand picking his shop and training them. He is the ‘smart guy’ in fuels. He has trained his guys and passed on his experience, so the NCOs in the shop like Tech. Sgt. Joe Phillips could continue the greatness of the flight.”

A guy like Sergeant Berube is very busy and has no spare time, but this is how he fills his time away from the wing.

“I fill my time traveling with my 9 year-old daughter, so she can compete in the Top 10, Pee Wee, and Junior Rodeo’s,” said Sergeant Berube. “And fulfill her dream of being a Rodeo Queen and one day competing at the National Finals Rodeo.”

“I am also a member of the Cowlitz County Volunteer Fire Department Fire District # 7 as a Fire Fighter. I will start my Emergency Medical Technician training August 23,” he added. “I also spend time with the Yale School parent teacher organization.

Sweat Buddies Cont'd from page 7

country or skate skis). Plan those activities accordingly and don't let the weather sway your decision, or have a backup plan.

Part Three

Finally before you get to the gym or mountain, sit down and negotiate some goals and rewards. By setting goals with someone, it helps build accountability and ownership of the goal and reward. It would be wise to have an idea of what goals you are considering before going into the smoothie meeting. Removing two inches from your waist in three months starting Sept. 1, 2005 ending Dec. 1, 2005 with a reward of going on a 3-day sea-kayaking trip in Baja, Mexico is an example of a complete goal.

Why is it better? It answers the five questions of goal setting.

Is the goal specific? Is the goal measurable? Is the goal attainable and desirable? Does the goal have a deadline? Does the goal interfere with other goals? The rewards part of goal setting is a blast! Do you have a list of adventures and achievements you want to accomplish during your life? Goal setting for fitness is a great way to start checking off adventures and rewarding yourself for accomplishing the mission. Looking for some rewarding ideas? Look up John Goodard's list of life accomplishments on the web.

Now it is time to get working out. Remember the gym is a tool to help you enjoy the rest of your life with your family and friends. Get out and play!

Editor's note: Senior Airman Kevin Sivertson has a Masters Degree in Health and Physical Education from Western Oregon University, is a certified personal trainer and is a swim, triathlon and multi-sport coach in Bend, Oregon.

Hillsboro Air show honors veterans, features jet car

HILLSBORO, Oregon—The Oregon International Air show, Sept. 9-11, will honor all veterans of all conflicts as well as recognize our nation's first responders (law enforcement, fire fighters and emergency services personnel) plus our active freedom fighters on Sept. 11 at the air show. A very special opening ceremony with a commemoration parade will kick off the Sunday air show. Sunday is free to military members who show their military ID.

The Air Force Reserve will have its jet car at this year's air show. This jet-powered car, made of aluminum stretched over a chrome-moly chassis, will create mini sonic booms as it thunders down the runway at Hillsboro Airport.

This 26-foot long streak of red, white and blue is a marvel of engineering, but not exactly fuel efficient. The Jet Car uses about 40 gallons of diesel fuel as it streaks 1800 feet down the runway, which makes driving this vehicle akin to sitting on a rocket. To prove that point, the car has its own on-board fire extinguishing system.

Visit <http://www.oregonairshow.com> for more information.



Civilian

Welcome

Rachel Albright, 939th Services Flight New Student (STEP) Appointment
 Jason Halley, ARW Command Post, New ART Appointment
 Daniel Lane, 939th Air Refueling Wing, Transfer from the Department of Veterans Affairs
 Michele Smith, promotion and New ART Appointment from Malmstrom AFB, Mont., 83rd APS

Awards

Linda Hanna, 939th Communications Flight, 20 Year Service Award

Military

Promotions

Lt. Col Jerry Parrish, 939th ARW

Promotion to:

Master Sgt. Keith Berlin, 939th LRS
 Master Sgt. Scott Pastere, 83rd APS
 Tech. Sgt. Floyd Bidwell, 939th LRS
 Tech. Sgt. Nicholas Brock, 304 th RQS
 Tech. Sgt. Jacob Erickson, 939th CES
 Tech. Sgt. Sarah Kraft, 83rd APS
 Tech. Sgt. Tony Ketchum, 83rd APS
 Tech. Sgt. Tracy Thiesfeld, 939th LRS
 Staff Sgt. John Budiao, 83rd APS
 Staff Sgt. David Powell, 939th CES
 Staff Sgt. Melissa Myers, 939th MSS
 Staff Sgt. Jamie Peregoy, 64th ARS
 Senior Airman Edgar Delrio, 939th LRS
 Senior Airman Stephen Dodson, 939th MXS
 Senior Airman Tara Frame, 939th AMXS
 Senior Airman Adam Knight, 939th MSS
 Senior Airman Shawn Modjtabai, 939th ARW
 Senior Airman Michael Nelson, 939th MSS
 Senior Airman Eric Stranger, 939th LRS

Promotion Selectees

Lt. Col. Matt O'Donnell, 939th OSF, Oct. 1, 2005
 Capt. Daniel Lane, 939th MDS, Oct. 1, 2005
 Capt. Sam Fenstermacher, 939th OSF, April 25, 2006
 Capt. Chris Bernard, 304th RQS, April 25, 2006
 Capt. Mark Ross, 304th RQS, April 25, 2006
 Capt. Ross Wilson, 304th RQS, April 25, 2006
 Capt. Jeff Weaver, 83rd APS, June 20, 2006
 Capt. Kelli Bowen, 939th MDS, July 14, 2006

Awards

Meritorious Service Medal

Col Kenneth Lewis, 939th OG,
 Col Randall Schultzhathbun, 939th ARW, Retired
 Lt Col Randall Ogden, 939th OSF
 Maj Karen Magnus, 939th ARW
 Chief Master Sgt. Loren Chapman, 939th AMXS
 Chief Master Sgt. Arthur Paul, 83rd APS, Retired
 Senior Master Sgt. Robert Pfenning, 939th OS
 Master Sgt. David Craig, 83rd APS
 Master Sgt. Gerald Case, 939th OSF
 Master Sgt. Justin Mills, 83rd APS
 Master Sgt. Greg Thress, 939th ARW, Retired

Air Force Commendation Medal

Senior Master Sgt. William Markgraf, 939th CES
 Master Sgt. Franklin Barnes, 939th CES
 Master Sgt. Antonello Burke, 939th MSG
 Master Sgt. Theresa Duval, 939th ARW
 Master Sgt. John Sayles, 939th CES
 Master Sgt. Glenn Whitish, 939th CES
 Tech. Sgt. Darill Anthese, 64th ARS, PSC
 Tech. Sgt. Chrsity Goldstandt, 939th MSS
 Tech. Sgt. Ronald Lockhart,
 Tech. Sgt. James Mattingly, 939th AMXS
 Staff Sgt. Jason Halley, 939th ARW
 Staff Sgt. Lucas Hernandez, 939th OSF
 Staff Sgt. Chester O'Leary, 939th OSF

Newcomers

Lt Col. Roger Gallet, 939th OG
 2 nd Lt. Christopher Combs, 304th RQS
 Staff Sgt. Nicholas Brock, 304th RQS
 Staff Sgt. Jason Cohen, 939th MSS
 Staff Sgt. Jamie Garcia, 939th ARW
 Staff Sgt. Megan Valdepena, 939th CF
 Senior Airman Kenneth Bingham, 83rd APS
 Senior Airman Timothy Orr, 83rd APS
 Airman 1st Class Amy Galloway, 939th SVF
 Airman 1st Class Tara Frame, 939rd AMXS

Retirements

Tech. Sgt James Strasser, 939th MXS
 Tech. Sgt. Stanley Schmokel, 83rd APS

Oregon Autumn

What are you
looking forward to
this fall?



Staff Sgt. Diane Gaines,
64th ARS, life support
technician

*Is looking forward to
starting her junior year of
college at the University of
Oregon in Eugene, Ore.*



Staff Sgt. Michael Kinman,
939th MXS, aerospace
ground equipment techni-
cian

*Since he just moved here in
March from Wright-Patterson,
Air Force Base Ohio, he says
he's looking forward to seeing
what the Oregon Autumn is
like.*



Maj. Alan Thurber, 64th Air
Refueling Squadron,
current ops planner

*Is looking forward to
"cooler weather, the
greenery and seeing the
beauty of the Oregon
Autumn."*



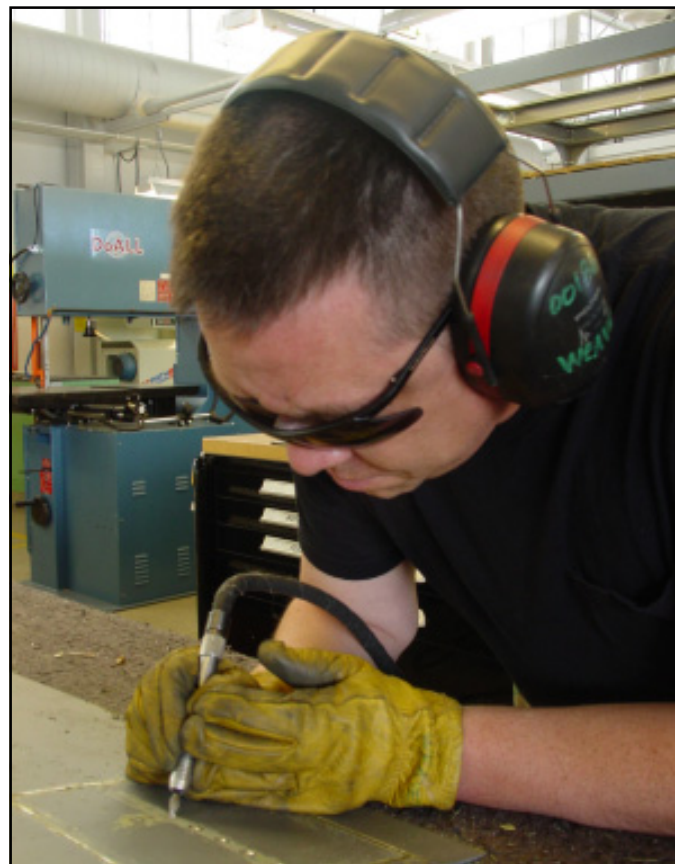
Tech. Sgt. John Brownfield,
939th Maintenance Squad-
ron, aero shop supervisor

*Is looking forward to
"cooler temperatures, the kids
going back to school, and
getting back to our routine at
home."*



Senior Airman Kristy
Williams, 304th Rescue
Squadron, supply technician

*Is looking forward to the
cooler weather and more mud
to ride her quad through.*



Tech Sgt. Andrew Weaver, 939th Maintenance Squad-
ron aircraft structural repair craftsman, removes the
rivets of a flush patch on a KC-135 aircraft spoiler after
a crack about 3/8 inch, which is beyond allowable
limits, was found during a routine pre-flight inspection.
The spoiler interrupts the airflow allowing air to pass
over the aircraft, so it can maintain its speed while
going to a lower altitude. Sergeant Weaver will remove
this flush patch and replace it with a new one.

939th Motorcycle Riders
A group photo will be
taken at the
KC-135 Static Display
Sept. 10
at
0930 to 1030
Bring your bike

Fuel for Thought

Tech. Sgt. Jason Colvin uses the pantograph arm to refuel the R-11 truck. The fuel comes from the storage tanks to the truck through the pantograph arm. It takes five R-11 trucks to accomplish a complete refuel of the KC-135, 200,000 pounds of JP 8 fuel.



Photos by Ms. Ruby Zarzyczny



Tech. Sgt. Jason Colvin replenishes the R-11 to refuel the aircraft. 6,000 gallons of JP-8 fuel is equal to 40,000 pounds of fuel. Because weight is calculated by pounds for the aircraft load, the fuels specialist must calculate gallons of fuel to pounds. A gallon of JP-8 fuel weighs a little more than six pounds.

Senior Airman Eric Kjall, 939th Logistics Readiness Squadron, fuels specialist operates the R-11 fuel truck to refuel a KC-135.



While the crew chief operates the hose and panel at the aircraft, Airman Kjall monitors the differential pressure for the fuel separator. The fuel separator is like a fuel filter for your car it separates dirt and water from the fuel.



Senior Airman David Riley II, 939th Aircraft Maintenance Squadron crew chief, connects the fuel hose to the KC-135. While the refueling is taking place the fuels specialist and the crew chief monitor the amount of fuel flowing to the aircraft.



Coming soon to a flight line near you, the R-12 refueling truck. Master Sergeant Roger Berube explains the hydrant refueling vehicle. It plugs into a hydrant pit moose head hook on the flight line which allows one truck to continuously pump fuel to the aircraft until the refueling is done.



AIR FORCE RESERVE

Editor's Note: Because safety always comes first, no gas was actually passed while taking these photos.